

BEFORE RAILROADS WILL NOT APPEAL

Further Contest in Rate Decision Not Look-
ed For.

OFFICIALS CLAIM NO BASIS FOR ACTION

Ruling of Commission Expected to
Be Far-Reaching in Its
Results.

It is regarded as practically certain, that the Interstate Commerce Commission will not accept the decision that they may not increase their rates under the tariff filed last summer and autumn. A great system, the Pennsylvania, notified the commission within a few hours of the announcement of the decision that it would acquiesce in the ruling without further contest.

The commission expects that within a few days this will be accepted as the policy of the roads generally.

No Basis for Appeal.

A leading official of the commission said:

"There is nothing on which the roads can base an appeal, and I have no idea that the case will go to the Court of Commerce. The law and the strict adjudications recently given by the Supreme Court, leave the roads nothing on which to carry the matter up."

"If the commission had reduced any rates, the situation would be different. The roads might go to court on the constitutional ground that their property was being taken without due process. But no property is being taken."

"The present rates will not be permitted to be raised. That is all. These rates have been established by the railroad themselves in the past, when they were perfectly free to name whatever charges they saw fit."

Prospered Under Old Rates.

"For years they operated and prospered under these rates. They could have raised them, if they had needed the money. They did not see fit to do so until the proposal was advanced in Congress to pass a law prohibiting them in future from advancing rates without consent of the commission."

"In the effort to make one general increase before that measure should become law, the railroads filed new tariffs showing advances and the government enjoined the advances till the new law had passed, giving the commission the authority to rule on the matter."

"There is no justification for the roads pressing the case farther, and they will not do it."

Effects Will Be Far-Reaching.

"The effects of the decision are expected to be so far-reaching that for a long time. The whole attitude of government and roads is now reversed."

Instead of the roads making their rates, they have a system of rates—the existing ones—prescribed for them, which may increase these only on order of the commission.

On the other hand, the commission may, on complaint and investigation, or on its own motion is deemed necessary, reduce rates at its will—of course, within the constitutional restrictions.

One of the most important effects will be on the weaker roads. One official said:

"The Lackawanna shed golden tears over its compassionate willingness to have its own rates reduced to 9 per cent. If rates need be so high, in order that the Erie might earn 6 per cent. It was a very foolish spectacle, but willing to raise their own rates in order that the weaker roads, by advancing their own at the same time, might live."

Favors a Reasonable Rate.

"But the commission has not taken this view. It has decided in favor of a reasonable rate, and left the roads to shift for themselves. Much stress was laid on the case of the Chicago, Great Western, a weak road, whose traffic is small. If it got rates enough to make it profitable, its competitors would enjoy immense increases in their revenues, which they do not need and are not entitled to."

The outcome in such cases will inevitably be the dismemberment of such a road as the Great Western and the distribution of its lines among the powerful competing systems as they can best use the various divisions, or else, the complete control of the Great Western by some big system to which it can be useful. That is inevitable, and it is what ought to happen, in the public interest. The weak roads cannot be maintained as independents without giving the strong roads excessive earnings which the public would have to pay."

Make Hint at Reduction
Of the Laborers' Wages

NEW YORK, Feb. 25.—With the belief gaining ground that the railroads will accept without further protest the decision of the Interstate Commerce Commission raising rates, there was a general discussion today of what methods of retrenchment will be put in force to meet current financial obligations.

Whether there would be a reduction of wages to the levels that prevailed before the recent increases was the question mostly concerning the thousands of railway men in the East. The intimation by President Baer, of the Reading, that the "workmen might suffer" came as a complete surprise to the railroad men, and there was a general disposition to resent that statement of the "Divine Right" magnate.

No Reduction, Says Leader.

"There can be no reduction of wages at this time," said one of the big labor leaders here today. "All of the Eastern and most of the Western systems have signed up with the various brotherhoods for a term of years. The Baer statement simply represents his opinion. If the railroads should violate their contracts, which I consider very unlikely, we would have the biggest railway strike in the history of the country. Inasmuch as the railway officials realize this, and also that the public would blame them for trouble, there is little chance of anything of the kind happening."

It was generally accepted by the railway officials today that within a short time everything will be so adjusted that the railroads will proceed on the even

Signs Long Contract With Carle



MISS INA CLAIRE,
In "Jumping Jupiter," Coming to Columbia.

tenor of their way. The companies will not earn any less money, and by a judicious system of pruning it is believed all contemplated improvements can be carried out.

Must Keep Up Equipment.

It is pointed out by other experts that the companies cannot afford to permit their equipment of right of way to run down. In order to take care of the increased business, which everyone agrees will come with the summer months, the equipment will have to be kept up to the minute. What is looked for is a general going out for new business by the roads with a consequent improvement of the service to shippers.

Until the general conference of the officials, attorneys, and financiers of the Eastern railroads is held Monday it will not be known officially whether the companies will appeal to the courts to review the action of the commerce commission.

Present sentiment continues unchanged, however, there will be no appeal.

Stuyvesant Fish Pleaded
With Rates Decision

NEW YORK, Feb. 25.—There is one railroad man who is pleased with the ruling of the Interstate Commerce Commission in the railroad cases. He is Stuyvesant Fish, former president of the Illinois Central. Discussing the decision, he said today:

"The railroads have reached a point where their expenses of operation are no longer increasing out of proportion to their gross revenue. The commission's decision has distinctly bettered the plight of the real owners of railroad property, the public."

"First, by settling a vexed question which has engaged too much of the time of railroad men from their duties, second, by stopping claims by labor for higher wages, and, lastly, in putting an end for a long time to the claim by shippers for a general reduction in interstate freight rates. The commission is now committed to an indorsement of existing rates as just."

Western Roads to Accept
Decision Without Battle

CHICAGO, Feb. 25.—The meeting of the high executive officials and chief attorneys of the Western railroads to discuss the action to be taken on the Interstate Commerce Commission's ruling against the advance of freight rates will probably be held early next week. The attorneys desire to read the full decision of the commission.

Conditions are such that the Western roads will accept the decision without legal battle, hoping later to obtain some increase in revenue by filing tariffs covering a few specific rates which are admittedly too low.

The consensus of opinion among high railroad men seems today to be that the roads made a great mistake in asking permission to advance so many rates at the same time, and that the public eye so strongly upon the commission.

There was some talk about railroad offices in Chicago about retrenchment and reducing expenses, but those railroad presidents who are in the city admit that the present policy of most of the roads, undertaking improvements and new lines will be continued exactly as if the roads had been allowed to raise their rates.

Improvements Continue
By Chesapeake and Ohio

RICMOND, Va., Feb. 25.—The policy of the Chesapeake and Ohio railroad will not be abandoned, and improvements will continue in spite of the Interstate Commerce Commission decision, according to President George W. Stevens, of that road. The year's budget calls for expenditures of about \$6,000,000 for improvements, among which equipment and Ohio are forty passenger coaches, ten passenger locomotives, twenty-five freight engines, and about 200 flat cars.

"The policy of development of the road will continue," said President Stevens, and in view of the greatly increased cost of operations the roads should have been allowed to increase their rates according to the proposed schedule, which I think just."

Only One "BROMO QUININE" that is
Laxative Bromo Quinine
Cures a Cold in One Day. Grip in 2 Days

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WASHINGTON GIRL WINS STAGE FAME

Miss Ina Claire Often Seen
In Amateur Productions
Here.

Just passing her seventeenth birthday, and only a year's experience on the stage, Miss Ina Claire, a Washington girl, has been placed under a three years' contract by Frazee & Lederer, managers of the Lincoln Theatre, who are returning to Washington after a year's absence, in his musical comedy success, "Jumping Jupiter."

Miss Claire's real name is Ina R. Fagan. Her father was a clerk in the War Department, and was present at the assassination of President Lincoln in Ford's Theatre. Her father was killed shortly before Miss Ina was born, in the Ford Theatre disaster.

Miss Claire lived in Washington until three years ago. She with her mother and brother then moved to Chicago. During her residence in Washington she attended the dancing schools of Miss Minnie E. Hawton, George Lowe, H. Shreve's academy. She entered Miss Hawton's school at the age of four and appeared at the fashionable May balls given annually.

She also played child parts in the Belasco Theatre. Miss Claire while appearing at the famous Standard Club in Chicago was seen by George W. Lederer, who immediately sought her introduction. He engaged her for "Jumping Jupiter," and so great a drawing card did she prove that he placed her under a three years' contract.

Her specialties are imitations, and some comic impersonations are said to "out-Judy Jodel," who has had this field to herself until Miss Claire came into prominence.

Students Are Pleased
Over Show's Success

Students of the evening school of the Lithium Institute at Georgetown are expressing pleasure today at the success of the annual minstrel show and dance of the Lithium Dramatic Club, held last night at the Lithium Hall, 3116 O street, northwest.

H. F. Whitlock acted as interlocutor and the end men were George Dowden, Charles Sidney Forbes, John Murphy, and D. J. Fitzpatrick. Songs were sung by James Van Horn, C. S. Forbes, William E. Haran, two ladies, George Dowden, E. R. Kidwell, John Murphy, H. F. Whitlock, and D. J. Fitzpatrick.

The committee in charge was Gates G. Rapp, John J. Campbell, W. E. Barrington, Harry F. Whitlock, and H. G. Lapp.

Car Schedule Changes
Effective February 28

On and after February 28 the Washington Railway and Electric Company, following an order from the Interstate Commerce Commission, will operate cars from Ninth and F streets northwest to Lincoln Park every two minutes, between 4:35 and 5:15 p. m. on all days except Sundays and holidays.

It is also ordered that cars shall be operated over the Georgetown line, from Ninth and F streets to Thirtieth street at intervals of two minutes between the hours of 4:30 and 5 p. m.

Slayer Exonerated.

John Ambrosia, an Italian held in jail since last Christmas in connection with the killing of Angelo Appetito, is at liberty today. The United States District Supreme Court having exonerated him from blame and refusing to return him to the custody of the authorities. Appetito in self-defense was the finding of the grand jury.

Gray Hair Restored

Walnut Hair Stain
Restores Gray, Strained or
Bleached Hair of Men and
Instantaneously. Gives a
shade from Light Brown to
Black. Does not wash or
rub off. Contains no poisons
and is not sticky. No
greasy. Sold by all drug
stores. Or we will send you
a trial size for 25c. Postpaid, who also
don't sell it, send direct to us. Send the
yellow wrapper of your bottle to
a druggist and we will give you a full
bottle for 50c. BOTTLED BY
14th and Olive Sts., St. Louis, Mo.
People's Pharmacy, 7th & Main, St. N. W.

Gray Hair Restored

Gray Hair Restored

Gray Hair Restored

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OFFICIALS SUPPORT ARMY HORSE SHOW

President and Secretaries of
War and Navy Give
Encouragement.

Plans completed for the military horse show to be held at Fort Myer, March 20 and 21, will make it comparable with horse shows in other parts of the country and a fit precedent. It is expected, for other fairs to be held in the future. It will be the first of the kind to be held at Fort Myer, and officers in charge hope to make it a stimulus not only to the interest of officers and men in riding, but to a desire to improve the horses used by the army. It was announced today.

All army officers in the vicinity of Washington are invited to compete in the show, and President Taft, Secretary of War Dickenson, and Secretary of the Navy Meyer, and other officials will be present to encourage the contestants.

Judges of Events.

The judges will be Gen. William H. Carter, Lieut. Col. E. St. John Greble, and Major Henry T. Allen, of the general staff, and Capt. Guy B. Henry, senior riding instructor at West Point Military Academy.

To test the efficiency of horses used by the army is a primary object of the show, but the riding of the officers and men will have a prominent part in the judgments. The men will ride regular army mounts, and the officers, several of whom own fine horses, will be permitted to ride private mounts.

The show will be under the management of Lieut. Col. B. Chaffee, Major Fred S. Folger, Major L. G. Barry, Capt. J. R. Lindsey, and Capt. Warren Dean.

List of Classes.

The list of classes is:

Class 1, remounts—Riders, men, horses, only those horses last received from remount depot by organizations are eligible; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 2, saddle class—Riders, men, horses, public; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 3, jumping class—Riders, men, horses, public; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 4, pair jumping—Riders, men, horses, public; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 5, polo ponies, under fifteen hands, officers, ponies public or private; equipment, double or single bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 6, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 7, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 8, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 9, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 10, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 11, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 12, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 13, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 14, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 15, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 16, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

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Class 20, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 21, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

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Class 23, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 24, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 25, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

Class 26, military jumping—Riders, officers, horses, public or private; equipment, English saddle, double bridle, conditions, to be shown at walk, trot, and canter, and then in the following movements in order: 1, figure eight, twice at trot; 2, square, twice at trot; 3, on haunches to right and left, complete turns; 4, on haunches to right and left, complete turns; 5, figure eight, twice at canter, changing lead 8, three times; 6, on haunches to right, without wings; performance, 75 per cent; conformation, 25 per cent.

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